

**THE UNITED ASBESTOS  
ORIENTAL AGENCY**  
*Sole Agents for the*  
**UNITED ASBESTOS COMPANY,  
PANAMA, PANAMA**  
**DODWELL & CO., LIMITED,  
General Agents.**

THIRTY DOLLARS  
PER ANNUM

## Intimation.

Hongkong, 18th September, 1899. [1899]











## Entimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIOJUN MARU J. W. Ekstrand.	VICTORIA, B.C. and SEATTLE, U.S.A. via AMOI, KOBE & YOKOHAMA.	THURSDAY, 21st Sept. at Daylight.
KANAGAWA MARU J. Mackenzie.	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 22nd Sept. at Noon.
YAWATA MARU A. E. Moses.	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 23rd Sept. at 4 P.M.
KOSAI MARU J. Nagao.	VLADIVOSTOK, via SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHIEHLEI, NAGASAKI, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	THURSDAY, 28th Sept. at Noon.
FUTAMI MARU J. Thom.	KOBE and YOKOHAMA.	FRIDAY, 29th Sept. at 4 P.M.
KAGOSHIMA MARU R. Nunoine.	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 29th Sept. at 4 P.M.
SADO MARU W. Thompson.	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 6th October, at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 18th September, 1899.

A. S. MIHARA,

Manager.

Dr. KNOBE'S

## ANTIPYRINE

"LION BRAND"

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

Dr. OVERLACH'S

## MIGRAININE

"LION BRAND"

(ANTIPYRINE—CAFFEINE—CITRATE.)

1) Excellent results in the severest cases of migraine, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.

2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an anesthetic.

3) Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: F. H. WERKEFORM, MEISTERLUCIUS &amp; BRUNING, HOECHST &amp; CO.

Literature of the above Preparations supplied gratis at request to medical men.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPIRITUS IMITATIONS.

## UNTOUCHED BY HAND.

## MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## MEDICAL.

UNIVERSITY Graduate practicing in China desires to act as "LOCUM TENENS" for long or short period, in the East. Testimonials, &c., on Application.

Address:—

"MEDICAL,"

Care of Office of this Paper.

Hongkong, 16th September, 1899. [1183a]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 16th to the 23rd day of September, (both days inclusive) during which period NO TRANSFER of Shares can be Registered.

By Order of the Board,

GIBB, LIVINGSTON &amp; CO.,

Agents.

HONGKONG, 28th August, 1899. [1100a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that a GENERAL MEETING held in LONDON recently as INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum.

The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive).

HOLLIDAY, WISE &amp; CO.,

Agents.

Hongkong, 11th September, 1899. [1102a]

WATERING APPARATUS

Non-freezing, Steam, Hot Water, and Cold Water.

E. GUESIER, E.C.P.,

Engineer and Cold Water, (Successor of ACHILLE CADOT), 27, Rue des Tullandiers, PARIS.

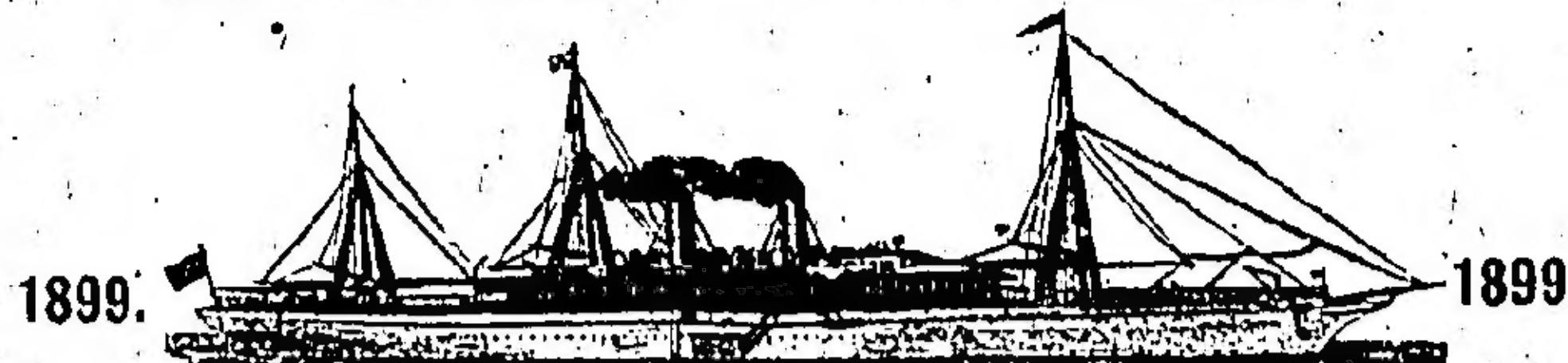
Hydrophobic and Water Apparatus supplied to the Navy, the Army, the Colonies, the Railways, the Factories, the Hotels, the Hospitals, the Churches, the Schools, the Universities, the Governments, the Municipalities, the Corporations, the Companies, the Banks, the Clubs, the Societies, the Associations, the Unions, the Trades, the Professions, the Occupations, the Industries, the Commerce, the Agriculture, the Forestry, the Fishing, the Hunting, the Shooting, the Gaming, the Amusement, the Recreation, the Education, the Science, the Art, the Literature, the Music, the Drama, the Opera, the Theatre, the Circus, the Fair, the Show, the Exhibition, the Congress, the Conference, the Convention, the Assembly, the Parliament, the Legislature, the Executive, the Judiciary, the Administration, the Government, the State, the Nation, the People, the World.

Apply to—

M. OPPENHEIMER &amp; CO., PARIS.

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



1899. 1899.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS.

The CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are well known and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Paddis Street, Hongkong.

Hongkong, 30th August, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship.

"HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

## Hotel.

## WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor &amp; Manager.

Hongkong, 28th April, 1899.

## Mails.

## NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG.	26th Sept. Freight.
V. Binner	(LONDON with transhipment in HAMBURG)	September. Freight and
*SAVOIA	HAVRE and HAMBURG.	About 11th. Passage.
Jager	(LONDON with transhipment in HAMBURG)	October. Freight.
SERBIA	HAVRE and HAMBURG.	About 30th. Freight.
Ostermann	(LONDON with transhipment in HAMBURG)	October. Passage.
*HEIDELBERG	HAVRE and HAMBURG.	About 5th. Freight and
Schlider	(LONDON with transhipment in HAMBURG)	November. Passage.
ANDALUSIA	HAVRE and HAMBURG.	About 15th. Freight.
Schrotter	(LONDON with transhipment in HAMBURG)	November.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ &amp; Co.,

(81)

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Curlew City... 1,302 about Sept. 20

Thera... 3,406 about Oct. 15

Belgian King... 3,379 about Oct. 31

Garmarthenshire... 2,929 about Nov. 15

THE Steamship

"CARLISLE CITY"

will be despatched for SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on WEDNESDAY the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 19th September, 1899. [1130]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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J. S. VAN BUREN, Agent.

Hongkong, 16th September, 1899. [12]

## NORDDEUTSCHER LLOYD.

## NOTICE

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

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ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS.



## THE TRANSVAAL CRISIS.

## WARLIKE PREPARATIONS.

(Dates to the 24th August.)

The British War Office is arranging for the despatch to the frontiers of Cape Colony and Natal of 23,000 infantry, 4,000 cavalry, 2,800 artillery, 1,250 engineers, and 300 mounted police. The military authorities have already accumulated in South Africa a six months' supply of forage for 10,000 horses. General Sir Frederick W. E. Forester-Walker, who has been appointed to the command of the British garrison at the Cape sailed on the 18th from Southampton. His departure from London was from the port of embarkation was made the occasion of patriotic demonstrations by the populace. The Bank of England has dispatched 40,000 sovereigns to the Cape, towards the formation of a military treasury chest, in the event of hostilities. The employees at the Royal Arsenal at Woolwich are working overtime in preparing camp equipments, which will be dispatched to South Africa without delay. The War Office has forwarded to the Cape several million tins of preserved meat for the use of the troops. The steamer *Goth*, 4,730 tons, belonging to the Union Steamship Company, Limited, is about to convey 1,000 troops from Gibraltar to Natal. The First Battalion of the Manchester Regiment, numbering one thousand men, sailed on the 23rd from Gibraltar for Cape Town, together with fifty members of the Army Medical Corps.

The army reserve and the residents of Natal have been warned to be in readiness. Colonel Robert Baden-Powell, of the 5th Dragoon Guards, has concentrated a considerable military force at Bulawayo, the capital of Southern Rhodesia, and drills are engaged in daily. Early in July the steamer *Reichstag* left Naples with supplies for the Transvaal Government, consisting of 15,000 Mauser rifles, 500 tons of war material, and 500 mules. The vessel arrived at Delagoa Bay, where the Boers had made arrangements for the consignments to be placed on railway trucks for conveyance to Pretoria. The Portuguese authorities, however, refused to allow the rifles and war material to be landed. On the news reaching Pretoria President Kruger betrayed great vexation. He contended that the stoppage of the landing of the goods is a distinct breach of the treaty existing between Portugal and the Transvaal. Portugal informed Mr. Kruger that to allow the carriage through her territory of arms that are ostensibly intended for use against a friendly Power would be inconsistent with her duty as a neutral State. Mr. Kruger replied to the effect that a *modus vivendi* between Great Britain and the Transvaal was assured. Portugal afterwards raised the embargo. It has transpired that the Transvaal authorities recently sent up to their supporters in the Kimberley district, at Jagersfontein, and at Alhwal, places in Cape Colony, 150 cases of ammunition.

Intelligence has been received from Cape Town to the effect that 1,000,000 rifle cartridges have been conveyed to the Orange Free State from Port Elizabeth, in Cape Colony. On the fact having been made public at Cape Town, there was an outburst of indignation against the Premier, Mr. W. P. Schreiner, for having permitted the transit of the ammunition through British territory. Mr. Schreiner, in reply, says that the necessary permit for the conveyance of the cartridges was granted on July 14th, and that if he had subsequently refused to allow the consignments to be introduced via Cape Colony it would have reached the Free State via Delagoa Bay. The Cape newspapers strongly condemn the conduct of Mr. W. P. Schreiner. They contrast the conduct of Mr. Schreiner in this matter with the patriotic attitude of Sir Gordon Sprigg (late Premier) with regard to similar consignments prior to the Transvaal war in 1881.

Commandant J. P. Joubert, the leading military commander in the Transvaal, has addressed to the Queen a letter which occupies six newspaper columns. He urges Her Majesty not to permit a small weak State, which has repeatedly relinquished its rights and striven to live in peace with the British to be overthrown owing to the mis-statements of unscrupulous Uitlanders and Cape politicians. The exodus from Johannesburg which, since the difficulty between Great Britain and the Transvaal became acute, has been considerable, still continues on a large scale. On the 21st, 4,000 residents assembled at the railway station, and expressed their disapproval of those who were leaving by train in a pronounced manner.

A firm in Birmingham has received orders to supply 140,000,000 Mauser rifle cartridges to the Transvaal Government. General Joubert recently declared that the Transvaal ammunition factory was unable to make cartridges suitable for the Mauser rifle.

During the last three years the Transvaal has imported via Delagoa Bay, 145,000 rifles, 6,400 revolvers, and 398 tons of ammunition.

**FRESH PROPOSALS.** President Kruger's written reply to the latest despatch by Mr. Chamberlain relative to the franchise reforms demanded on behalf of the Uitlanders has been handed to Mr. Conyngham Greene, the British agent at Pretoria. President Kruger has offered that, if Britain would relinquish the suzerainty of the Transvaal, to concede a five years' franchise to the Uitlanders and give them a share in the present election and increased representation in the Rand.

Mr. Chamberlain replied that the president's proposal was not admissible.

**REPORTS OF TREASON.** The *Standard*, is responsible for the statement that treason is widespread among the Boers of Cape Colony and Natal. The same journal declares that the traitors are being furnished with money and arms from Pretoria. The statement recently published by the London *Standard*, that treason was widespread in Cape Colony and Natal, was on the 23rd brought under the notice of Colonel Hime, the Premier of the last-named colony. Colonel Hime assured his interviewer that his Government were endeavouring to discover the alleged traitors and to secure their fitting punishment.

**THE SUZERAINTY QUESTION.** A Blue-Book has been issued by the British Government in reference to the position of the Transvaal in relation to Great Britain. In a despatch dated May 9, Mr. F. W. Reitz, the Transvaal Secretary of State and representative in Europe, affirmed the Transvaal's existing rights of absolute self-government following its inherent right as a sovereign international State. In reply to this, Sir Robert G. W. Keightley, the British Permanent Under-Secretary of State for the Colonies, from 1891 to 1894, declares that Great Britain, at the London Convention of 1884, never for a moment dreamed of admitting the Transvaal to the position of an equal contracting power. Sir Alfred Milner, the Governor of the Cape, and British High Commissioner for South Africa, remarks that Mr. Reitz's jugglery in regard to the Convention of 1884 is most irritating to a plain man. Mr. J. Chamberlain, in a note written on July 13, concurs that the claim of the Transvaal to be considered as a sovereign State is wholly inadmissible. He adds that the British Government has no intention of continuing the discussion. The British newspapers agree that the necessity for an inquiry with the view of obtaining guarantees on behalf of the Uitlanders has been greatly emphasised. They declare that Britain must assert her predominant position at whatever cost.

## THE DREYFUS CASE.

To 24th August.

Mr. Terrell, an English barrister and Q.C., is visiting Rennes, and has published a description of the proceedings at the Dreyfus Court-martial. He lays particular stress upon the air of unreality which pervades the Court. Dreyfus asserted on the 21st August that the probationers who were, with himself, attached to the War Office, were aware in June, 1894, that they would not be attending the manoeuvres. This statement was in reference to a phrase, in the *bondeureau* which was dated September 14, the phrase being, "I am off to the manoeuvres." Dreyfus was, himself, one of the probationers he speaks of, that is to say, he was passing by stages through the six bureaux of the War Office in completing his military education.

Maitre Labori, Dreyfus's counsel resumed his conduct of the case on that day. The distinguished counsel was congratulated upon his re-appearance in Court by the judges, by his brother counsel and by Generals Mercier and Billot. Maitre Labori crushingly cross-examined several witnesses, and lifted the defence to a distinctly higher level. He subjected General Mercier to a severe cross-examination. A point which he particularly pressed was as to how the witness, seeing that he is no longer Minister of War, came into possession of the spurious document that has been attributed to Colonel Schneider.

General Mercier evaded the question and ultimately refused to answer it, whereupon Maitre Labori declared that the law had been violated.

General Mercier admitted that he had no right to give formal orders for the submission of secret documents to the judges on the occasion of the first trial of Dreyfus in 1894. He added that he merely gave moral orders.

General Mercier created a sensation on the 24th by admitting that he withheld from the court-martial of 1894 the telegram which was sent from Rome by Colonel Penizardi, the Italian military attaché in Paris, stating that the Italian Government had had no dealings with Captain Dreyfus.

Maitre Labori then exposed General Mercier's attempt to add to the secret dossier a new document by Colonel du Paty de Clam. At the exposure by Dreyfus's counsel General Mercier seemed much confused.

Colonel March, 129th Infantry, who was president of the first court-martial on Captain Dreyfus, reluctantly admitted that at the trial he and his brother-judges received a document from General Mercier through du Paty de Clam.

On the 24th Esterhazy had his attention drawn in London to the statement of M. de Blowitz in the London *Times*, to the effect that the generals were discussing the expediency of acknowledging Esterhazy as the author of the *bondeureau*, and declaring that Dreyfus acted as his accomplice.

On reading the report, Esterhazy exclaimed, "If the generals try to make out that Dreyfus was my accomplice, the present trial collapses. The charge will lead to the inevitable death of persons whom it has not hitherto been desired to kill."

## PROFESSOR KOCH.

That eminent bacteriologist Professor Robert Koch, whose researches into the origin of tuberculosis, rinderpest, cholera, &c., are of world-wide renown, is now in Singapore, en route to Batavia where he proposes to spend six months in the study of malaria. Thereafter it is understood that Professor Koch will return to the Straits and will spend some time here, also with that object. He is accompanied by Mrs. Koch.—S. P. Press.

## THE PARIS RIOTS.

A great meeting of anarchists and socialists was held on the 20th August in the Place de la Republique, Paris, to protest against the leniency displayed by the Government in not having effected the arrest of M. Jules Guerin, the President of the Anti-Semite League, who had barricaded himself within his house to avoid capture by the police. With the view of preventing disorder, a large body of police was present. M. Sebastian Faure harangued the crowd to the effect that the anarchists ought to be masters of the situation. He added that the members of the Nationalist or Anti-Dreyfus party monopolised the streets. Eventually the police were ordered to disperse the crowd, and the guards proceeded to clear the square. Three thousand persons then made a rush towards the Police Nationale, and a scuffle ensued. This speedily developed into a fierce fight, a number of revolver-shots being exchanged. During the struggle the police commissary and two members of the force were injured. The police, however, succeeded in effecting the arrest of M. Sebastian Faure, a proceeding which drove the anarchists and socialists into a perfect frenzy. Close by stood the church of Invalides, St. Joseph, and the rabble, who were armed with hatchets and knives, proceeded to vent their anger on the building. They smashed in the church windows, and, having effected by this means an entrance into the edifice, they began the work of destruction. The crowd proceeded, destroying pictures, altars, the font, statues, and the great crucifix, and accompanying their work by the singing of the French revolutionary song, "La Carmagnole." The chairs were thrown in a heap outside the building, and a light was applied to them, making a huge bonfire. Into the flames were thrown the broken images of the Saviour and the Virgin. Matters had now assumed a serious aspect that the Republican Guard was summoned, but on its arrival the soldiers were fiercely attacked with knives. A number of the anarchists sought refuge in the belfry, whence they hurled missiles on to the heads of the soldiers below. The authorities succeeded in effecting 20 arrests. The pulpits in the church were set fire to, and was destroyed; a similar fate befalling many valuable pictures. In the evening the excitement spread eastwards, the police driving riotous crowds before them. There were many conflicting cheers for "the army" and "the Republic." Two kiosks, or street newspaper-stands, were burned by the rioters, and 26 arrests were made at the Eastern Terminus railway station. The fiasco which attended the original meeting in the Place de la Republique was due to the presence of a number of members of the Ligue de la Patrie Française and the Anti-Semite League, together with a number of youthful Royalists. The rising, it is stated, was aimed at the Clericals and Anti-Semites. At midnight the city had been restored to comparative quiet, and the disturbance suppressed. Three hundred and fifty persons were badly wounded during the day's strife, while the total number of rioters arrested was one hundred and fifty.

Mr. Guerin's house is besieged by troops with fixed bayonets, and the street in which it stands has been temporarily closed. Detachments of Republican guards have been posted at all the principal churches. The French authorities intend that it is stated to charge M. Sebastian Faure and others of the ringleaders of the riots with attempted murder. The police and Government are undertaking the stringent prosecution of all rioters.

## THE VAMPIRE VINE.

The octopus has hitherto been regarded as the most hateful and horrible of all created things. There has, however, been discovered in Nicaragua a plant which is as fearsome as "the devil's snare," and it seems literally to drain the blood of any living thing which comes within its death-dealing touch. A naturalist, who has recently returned from Central America, relates the finding of this singular growth in one of the swamps which surround the great lakes of Nicaragua. He was engaged in hunting for botanical and entomological specimens, when he heard his dog cry out, as if in agony, from a distance. Running to the spot, he found the dog enveloped in a web of roots and seemed to be a fine rope-like tissue of roots and fibres. The vine seemed to be composed of bare interlacing stems resembling the branches of the weeping willow denuded of leaves, of a dark hue, and covered with a thick viscid gum that exuded from the pores. Drawing his knife, he endeavoured to cut the animal free, but it was only with greatest difficulty he succeeded in severing the fleshy, muscular fibres. To his horror and amazement the naturalist then saw that the dog's body was blood-stained, while the skin appeared to have been actually sucked or sucked in spots, and the animal staggered as if from exhaustion. In cutting the vine the twigs turned like living, sinuous fingers, and it required no slight force to free the hand from its clinging grasp, which left the flesh red and blistered. The gum exuding from the vine was of a grayish dark tinge, remarkably adhesive, and of a disagreeable animal odour, powerful and nauseating to inhale. The native servants manifested the greatest horror of the vine, which they called "the devil's snare," and were full of stories of its death-dealing power. Its voracity is almost beyond belief, its power of suction being contained in a number of infinitesimal mouths. If the substance seizes an animal, the blood is drawn off, and the carcass dropped. On a lump of raw meat being thrown to it, in the space of five minutes the blood is drunk off, and the mass thrown aside.

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Hongkong, 11th September, 1899. [19]

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Hongkong, 22nd September 1898. [45]

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Hongkong, 18th January, 1898. [13]

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Hongkong, 11th September, 1899. [938a]

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Hongkong, 18th September, 1899. [1186a]

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Hongkong, 8th September, 1899. [1147a]

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Hongkong, 9th September, 1899. [1149a]

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"SARPEDON."

Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

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Hongkong, 8th September, 1899. [1148a]

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Hongkong, 21st August, 1899. [1020a]

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having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriter before Noon on the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co., Agents.

Hongkong, 13th September, 1899. [1170a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENFARG."

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Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 20th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 13th September, 1899. [1168a]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship.

"HONGKONG-MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.



